

CLASSIFICATION **SECRET**

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COUNTRY East Germany

REPORT

TOPIC Neuruppin AirfieldEVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                      DATE PREPARED 19 July 1955REFERENCES                     PAGES 5 ENCLOSURES (NO. & TYPE)                     REMARKS                     This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 27 April and 18 June 1955: 25X1

27 April. Between 0700 and 1630, there was air activity including taking off and flying in elements of two, individual take-offs and landings.

28 April. Between 1100 and 1830, jet fighters practiced flying in formations of two and four. Some flights were made over the clouds.

29 April. Between 0800 and 1730, formation flying was again practiced by jet fighters in addition to individual take-offs and landings by Yak-11s.

30 April. Between 0920 and 1300, jet fighters made local flights in formations of two and four.

1 to 3 May. No air activity was observed.

4 May. During the morning, short local flights were made by jet fighters which flew individually and in elements of two. An Il-28 took off at 1015 from the easternmost end of the runway and required the entire length of the runway before becoming airborne. After lifting off the ground, the aircraft went about 500 meters before climbing. Then the Il-28 headed north without circling over the field.

5 May. Between 0730 and 1500, there was air activity including flying in elements of two jet fighters, approach flights and firing at towed sleeve targets by Yak-11s over the firing range west of Hasen Mountain. The sleeve target was towed by a MiG-15 or U-MiG-15. Individual take-offs and landings were observed. A Po-2 practiced local flying. After 2000, night flights were made by jet fighters while the airfield and flying lanes were illuminated.

6 May. Between 0900 and 1200, flights were made in elements of two. At 1745, a Yak-14 landed coming from the south.

7 May. Between 0730 and 1300, jet fighters made individual flights in and over the clouds for 25 to 50 minutes duration. The new Token-type radar set was in operation during the flights. It rotated from the north via west to the south. The set temporarily stopped rotating after a plane landed.

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8 and 9 May. No air activity was observed; at 1130 on 9 May, the following aircraft were observed at the field:

36 jet fighters  
4 Yak-11s  
2 Po2s  
1 Li-2

11 May. Between 0700 and 1600, individual flights were made by jet fighters which approached the field from various directions at altitudes between 1,000 and 3,000 meters. The Token remained oriented to the position of the approaching aircraft. It did not make full rotations. After 2000, night flights were made by aircraft which individually took off and landed. The airfield was entirely lighted. It was not determined when night flying activity was discontinued.

12 May. Between 0800 and 1600, jet fighters made local flights, take-offs and flights in elements of two. During air activity, the Token was in operation making full rotations.

13 May. Between 0700 and 1500, aircraft practiced flying in elements of two and in formations of four. The take-offs were made in elements of two. Firing at towed sleeve targets was observed in the area of Hasen Mountain. One Po2 and 1 Yak-14 made local flights.

14 May. At 0745, a Li-2 landed coming from the east. Between 0830 and 1230, individual flights were made at high altitudes in or above the clouds. The Token was in operation during air activity.

17 May. From the morning until about 1830, jet fighters made individual take-offs and local flights of 22 to 28 minutes duration. When air activity began, the Token-type set was put in operation.

18 May. Between 0845 and about 1800, there was air activity by individual aircraft and elements of two.

19 May. Between 0900 and 1800, Po2s and Yak-14s practiced local flying. One MiG-15 or U-MiG-15 with auxiliary fuel tanks made approach flights at a target or target-simulating flights for the Token-type radar set which oriented to the movements of the flying aircraft. During the approach flights, the flight altitude was changed.

20 May. Between 0830 and 1630, there was air activity including flights in elements of two, individual high-altitude flights and local flights.

21 May. Between 0930 and 1300, high-altitude flights and flights in formations of two and four were made. The take-offs for the formation flights were made individually and in elements of two.

22 and 23 May. No air activity was observed.

24 May. The following aircraft were counted at the field at 1030:

40 jet fighters  
2 Yak-14s  
1 Yak-11  
1 Li-2

No air activity was observed.

26 May. Between 0830 and 1630, there was formation flying at altitudes of between 3,000 and 4,000 meters. The take-offs and landings were made individually, sometimes in rapid succession. Between 1930 and 2100, twilight flights were made over the field. The aircraft took off individually.

27 May. At 0845, an Il-28 landed at the field. After 0900, firing at towed sleeve targets was practiced at an altitude of about 1,500 meters northwest of Hasen Mountain.

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28 May. Between 1000 and 1845, approach flights were made on an Il-28 at an altitude of about 4,000 meters. The jet fighters approached from the left rear at an angle of 30 to 40 degrees, apparently at the same altitude as the towing aircraft.

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30 May to 4 June. Throughout the day, approach flights were made on an Il-28 as on 28 May. On 3 June between 1900 and 2100, individual take-offs and landings were made by jet fighters.

5 June. The following aircraft were observed at the field at 1100 and 1500:

- 38 jet fighters
- 1 Il-28
- 2 Li-2s
- 2 Yak-14s
- 4 Yak-11s
- 2 Po-2s

6 June. No air activity was observed.

8 and 9 June. Between 1500 and 1800, individual flights were made in or above the clouds.

11 June. From 0755 to 1630, jet fighters practiced flying in formations of two and four. Up to 6 aircraft were simultaneously aloft. At the same time, individual aircraft made approach flights at an Il-28.

13 June. At about noon, 2 Po-2s took off at an interval of about 10 minutes. After 90 minutes, 2 Po-2s were seen landing. Between 1600 and 1845, take-offs and landings were made by jet fighters. During these local flights it was definitely observed for the first time that two different jet fighter types were stationed at the field. The contours of the jet fighter of the new type when compared with those of the old type were observed as follows: The fuselage was slightly thicker and the leading edges of the wings were fitted to the fuselage farther to the fore. The wings had a more pronounced sweep back. The trailing edges of the wings were set at a right angle to the fuselage for a short strip and then slanted to the rear. It seemed as if the angle between the fuselage and the trailing edge of wing was larger than on the old type. The trailing edge of the rudder was in line with the end of the fuselage. Two static tubes were observed while the old aircraft type had only one static tube. It was noted that the numbers of the jet fighters of the new type had a prefix "O" and it was assumed that the previously reported [redacted] belonged to aircraft of this new type. The sound of the jet engines of the new type appeared to be slightly louder than that of the old type. 25X1

16 June. Between 0730 and 2045, there was air activity including take-off and landing practices, approach flights on an Il-28 and high-altitude flights by individual aircraft. At 1630, a Li-2 landed coming from the southwest. During the afternoon, take-offs and landings were made by a Yak-11.

17 June. From 0700 to 0200, 18 June, there was air activity by two jet fighter types which practiced taking off and landing, and high-altitude flying by individual aircraft and elements of two at an estimated altitude of 7,000 to 8,000 meters.

18 and 19 June. No air activity was observed. At 0930 on 18 June, 1 Il-28, 1 Li-2, 6 Yak-11s, 6 Po-2s and 32 jet fighters including 4 alert MiG-15s or U-MiG-15s on the alert dispersal area were observed at the field.

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25X12. Radio and radar installations

The Token-type radar set was not located 150 meters southwest of the ammunition dump in the northern section of the landing field, as had been reported previously, but was located southeast of the point where the road to the field passes through the fence to the ammunition dump. A Fishnet-type radar set was installed on a small man-made hill approximately east of the Token. A radio truck was parked farther to the east in the revetment located nearest to the fence. Four wire lines supported by newly placed poles extended from the radar station and outside of the fence to Wittstock Allee, over this highway to the first mast on the other side where the 4 wires were tied up in a cable that was slightly thicker than a thumb. The cable continued underground to an unknown place.

During air activity, the Token-type radar set was in operation rotating 6 to 8 times per minute. The nearby Fishnet was never observed being in operation. The Fishnet-type and Kniferest-type sets on the southern edge of the landing field were no longer observed on 12 June. Their new location could not be determined. <sup>2</sup>

3. Training of army officers

10 June. At 1600, a captain and a senior lieutenant wearing khaki uniforms and red service color were observed in Neuruppin. They had an aviation badge, similar to the pilot's badge, on the right breast side and two decorations over the badge. The badge had a silvery gleam, a red star in the middle, and a light blue tower-like device in the star.

19 June. At 1200, two captains with the same insignia as seen on 10 June were observed. A sizeable number of such officers were repeatedly observed at the field. It was determined that several of these officers participated in flights with Il-28s. It was assumed that a training course for air observers was being held and that army officers were on detached duty to this course. <sup>3</sup>

4. Air activity and aircraft observed on 11 May and 11 June:

11 May. A Yak-14 made a local flight over the airfield. Subsequently the running up of several jet engines was heard. At 1945, a jet fighter took off and after a 6-minute flight landed again. Then, night flying activity began and 3 MiG-15s or U-MiG-15s took off at intervals of 1 minute. The landings were made after 25 to 30 minutes. The aircraft with set position lights repeatedly crossed over the field at altitudes of 1,000 to 1,500 meters. No landing lights were seen on the aircraft. A searchlight with a generator was observed both at the western turning apron of the runway and at the three-point road junction of Gentstrasse and Wittstocker Allee. For take-offs and landings after nightfall, the latter searchlight was switched on and the beams were directed on the runway. The runway and obstacle lights were permanently switched on. The aircraft took off toward the west.

11 June. Between 0800 and 1600, there was air activity by jet fighters. Ten aircraft with auxiliary fuel tanks continuously made individual flights over the field at an altitude of about 800 meters. At 1000, 6 jet fighters crossed over Neuruppin at 300 to 400 meters. Individual local flights were also made. After the landing, all of the aircraft were trucked to the take-off point or to the dispersal area, while they had previously taxied under their own power. During air activity, 5 or 6 trucks were available on the landing field for towing purposes. <sup>1</sup>

5. Radio and radar installations

On 30 April, a new Token-type radar set was observed for the first time near the ammunition dump in the northern section of the field where several barracks had been erected. The set was at first installed on the ground and later placed on a man-made mound at least 5 meters high. The radar set at Klappgraben-(ditch) was dismantled after 28 May. The Token-type set was in operation during air activity. <sup>2</sup>

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6. Fuel supply

On 26 May, a train of 32 tank cars arrived at Neuruppin railroad station.

7. Air activity and aircraft observed between 10 and 18 May:

10 May. Throughout the day, take-offs and landings were continuously practiced. Local flights of 5 to 7 minutes duration were made. Immediately after taxiing to a stop during a landing, the next jet fighter took off.

13 May. Between 0700 and 1500, taking off, formation flying and landing was practiced. The landings were made individually.

18 May. Between 1230 and 1400, there was intensive air activity by jet fighters

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8. Radio and radar installations

At 0900 on 24 May, a truck loaded with logs about 5 meters long and 30 cm in diameter proceeded along the eastern edge of the field along the fence to the Token-type radar set. It was assumed that the logs were to be used for the construction of shrapnel-proof walls around the radar set. 2

1. Comment. It is believed that Neuruppin airfield is still occupied by one fighter regiment. Air activity was intensified and 36 to 40 jet fighters were observed on the landing field. MiG-17s were definitely observed at the field on 13 June 1955. The increase of the aircraft strength is presumably due to the fact that the regiment is gradually being re-equipped with MiG-17s. It is unknown if the surplus aircraft of the old type will remain at the field or if they will be transferred.

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2. Comment. A Token-type radar set has previously been observed on the northern edge of the landing field. The Token was continuously in operation during local flights. The information that the radar set on the southern edge of the field was dismantled is received for the first time.

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3. Comment. It has not been determined if army officers systematically receive flight training.

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